

A CASE OF MILLERS

Three Men with the Same Name Couple

Three men, each bearing the name of J. J. Miller, registered at the Planters' in St. Louis, the other day, and confusion came with them. One is a Chicago capitalist, another a New Yorker

traveling for a linen house, and the third a Vandalia conductor, whose home is in Indianapolis. The first man to register was the conductor, and he got a batch of letters and telegrams that almost put him in a trance. He opened a letter containing a proposition from a firm of New York bankers for the purchase of a batch of bonds

amounting to several thousand dollars, and his eyes nearly popped out of his head. Then he read a letter protesting against the quality of a batch of linen from a Kansas City merchant, and followed it up by opening a letter addressed to "My Darling Joe," and signed "Your Affectionate Wife, Minnie." Then he

Then the capitalist registered, and the clerk handed him all the mail and telegrams addressed to J. J. Miller. He opened a letter which should have been given to the conductor—which the conductor overlooked—and a telegram to the traveling man.

Then he turned in the mail and the third J. J. Miller arrived. He sorted out what was his, and the rest was sent to the capitalist, who had the pleasure of reading the letter to the conductor a second time, after which it reached its rightful owner.

All day long people came to the hotel to call on one or the other of the Millers, and by a singular fatality the clerks always directed the callers

ERIE CANAL CAN COMPETE.

Not Likely to Be Superseded by a New Ship Canal.

The Engineering News in a recent issue discusses editorially the proposed expenditure of \$9,000,000 on the New York state canals. It shows that

the proposed improvements reduce the cost of carriage one cent per bushel, which appears probable, the saving with a traffic on the Erie canal equal to that of 1894, will amount to \$1,038,600 per annum. It deems it likely however, that with the canal deepened and improved as proposed the traffic

and improved as proposed, the train will increase to what it was in 1886 and if this occurs the annual saving in cost of freight transportation will amount to \$2,182,000, or a return of nearly 25 per cent. per annum upon the expenditures which the state proposes. Concerning the objection that a ship canal might supersede the Erie canal it says:

"A canal rate as low as one and one-half cents per bushel from Buffalo to New York (which seems likely to be reached when the proposed improvements are made) amounts to only one-tenth of a cent per ton per mile. Remembering that freight rates on the open ocean on the lines of heavier traffic and lowest rates are often as much as this, and seldom less than half

of this, it ought to be easy to see that even were a free ship canal open to the great lakes it by no means follows that ocean vessels could afford to use it in competition with cheaply built barges on the Erie canal."

MUCH IN EVIDENCE.
Development of the New Women During
the Last Two Decades.
The subjoined table tells its own
story of woman's work during the last

Women employed as—	1890.	1897.
Actors,	3,949	6,171
Architects,	17	10
Artists and teachers of art,	10,810	14,171
Authors, literary and scientific persons,	2,755	11,171
Chemists, managers and metallurgists,	45	10
Clerks, exp.,	1,335	10,171

Dentists	4,230	
Designers, draftsmen and inventors	337	
Engineers and surveyors	306	
Journalists	117	17
Lawyers	383	
Musicians and teachers of music	206	
Government officials, federal, state and local	74,019	57
Physicians and surgeons	4,870	4
	4,555	

Teachers	\$10.95	\$1.00
Theater managers, showmen, etc.	654	1
Veterinary surgeons	2	1
Bookkeepers, accountants, clerks and copyists	\$1.85	\$1.00
Stenographers and typewriters	1.15	1
Saleswomen	\$1.49	2.50

If we keep up a geometrical progression in the same proportions, a little

mathematical problem, which anyone can solve, will show conclusively that there will not be a single man left in any of the professions at the end of a few decades.

WHEAT CROP MAY FALL SHORT

There have been received at Minneapolis and Duluth in the three months since August 1, 45,000,000 bushels of wheat, and figures show one-half of the wheat crop of the northwest is now marketed. The country elevators have

18,000,000 in store, the country mill have ground 10,000,000, and 5,000,000 bushels have found their way out of the northwest by other routes. This makes in all about 81,000,000 marketed. When 12,000,000 for seed and the grind of the country mills is taken out of the residue, it does not appear that the

is more than 50,000,000 left. This suggests that wheat receipts are bound to fall off, as there are nine months left the crop year. —

Gold in Building Stone.

Some patriotic citizen of Prescott, Ariz., in lauding his town and state as

descanting on the wonderful riches the region, declared that even the lyrics of Prescott were in part of gold. He was taken up on the assertion and not resulted. A few days ago an ass was made of sandstone being used in erection of song buildings and the stone showed four dollars per ton.

gold and 20 cents per ton in silver. "I wouldn't pay to mine the bullion," Prescott, but the boomer won his bet.